Audit Report

OFFICE OF THE INSPECTOR GENERAL

CONSTRUCTION OF A PLASTIC MEDIA BLASTING FACILITY, LAUGHLIN AIR FORCE BASE, TEXAS

Report No. 95-183

May 3, 1995

Department of Defense

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Acronyms

AETC	Air Education and Training Command
AFB	Air Force Base

INSPECTOR GENERAL
DEPARTMENT OF DEFENSE
400 ARMY NAVY DRIVE
ARLINGTON, VIRGINIA 22202-2884

May 3, 1995

MEMORANDUM FOR ASSISTANT SECRETARY OF THE AIR FORCE
(FINANCIAL MANAGEMENT AND COMPTROLLER)

SUBJECT: Construction of a Plastic Media Blasting Facility, Laughlin Air Force Base, Texas (Report No. 95-183)

We are providing this report for your review and comments. This report resulted from our Audit of the DoD Aircraft Paint Application and Removal Capabilities (Project No. 4LB-0027). It discusses the planned construction at Laughlin Air Force Base, Texas, of a plastic media blasting facility and related equipment. Comments on a draft of this report were considered in preparing the final report.

DoD Directive 7650.3 requires that all recommendations be resolved promptly. We request that the Air Force provide additional comments on Recommendation 2. and the estimated completion date for any planned actions by July 3, 1995.

We appreciate the courtesies extended to the audit staff. If you have any questions on this report, please contact Mr. John Gannon, Audit Program Director, at (703) 604-9427 (DSN 664-9427) or Mr. Gerald Montoya, Acting Audit Project Manager, at (703) 604-9430 DSN (664-9430). The distribution of this report is listed in Appendix D. Audit team members are listed on the back cover.

Robert J. Lieberman
Assistant Inspector General
for Auditing

Office of the Inspector General, DoD

Report No. 95-183 May 3, 1995
(Project No. 4LB-0027.02)

CONSTRUCTION OF A PLASTIC MEDIA BLASTING FACILITY, LAUGHLIN AIR FORCE BASE, TEXAS

EXECUTIVE SUMMARY

Introduction. This report resulted from our Audit of the DoD Aircraft Paint Application and Removal Capabilities (Project No. 4LB-0027). Additional issues related to painting and paint removal for DoD aircraft will be addressed in separate reports. The Air Force proposed construction at Laughlin Air Force Base (AFB), Texas, of a plastic media blasting facility to remove paint from aircraft. The total cost for the new facility and related equipment was estimated at $2.9 million, to be funded from the DoD Base Realignment and Closure Military Construction account.

Objective. The objective of this part of our audit was to evaluate the economy and efficiency of constructing a plastic media blasting facility at Laughlin AFB.

Audit Results. The Air Force was planning to construct a plastic media blasting facility at Laughlin AFB to strip paint from aircraft even though existing Air Force facilities and equipment would accommodate the paint stripping work load. Because of the time-sensitivity of this report, internal controls were not covered, but will be discussed in a later report. Implementation of the recommendations will allow the Air Force to return $2.9 million to the DoD Base Realignment and Closure Military Construction Account. See Appendix B for a summary of potential benefits of audit.

Summary of Recommendations. We recommend that the Air Force terminate the planned construction of the plastic media blasting facility and related equipment for Laughlin AFB; modify the paint stripping facility at Columbus AFB, Mississippi, to accommodate the T-1 aircraft; and discontinue plans to strip paint from F-15 and F-16 aircraft at field level.

Management Comments. The Air Force concurred with our recommendations to terminate the planned construction of the plastic media blasting facility and related equipment for Laughlin AFB, and to modify the paint stripping facility at Columbus AFB to accommodate the T-1 aircraft. The Air Force partially concurred with our recommendation to discontinue plans to strip paint from F-15 and F-16 aircraft at the field level. It agreed to discontinue paint stripping of F-15, but stated that it plans to continue stripping and repainting F-16 aircraft at field level because stripping at the

field level is less costly than at the depot. See Part II for a discussion of the management comments and Part IV for the complete text of the comments.

Audit Response. The Air Force comments on the recommendations to terminate the planned construction of the plastic media blasting facility and to modify the Columbus AFB facility were responsive, but it did not provide the planned completion dates for proposed actions. Therefore, we request that the Air Force provide completion dates for those actions.

The comments from the Air Force regarding discontinuing paint stripping of F-15 and F-16 aircraft at the field level were partially responsive. The Air Force's conclusion that it can strip and repaint F-16 aircraft for considerably less cost than the depot cost was not based on comparable cost data. The Air Force compared only field level direct cost to the depot's costs, which include both direct and indirect costs. Additionally, the Air Education and Training Command plan to strip and paint F-16 aircraft at the field level conflicts with Air Force policy. Air Force Regulation 66-34 and Technical Order 1-1-4 both require that aircraft stripping and painting be scheduled with due regard for other maintenance.

We request that the Air Force reconsider its position and provide additional comments by July 3, 1995.

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Part I - Introduction

Background

Aircraft Painting and Paint Removal. Aircraft are painted as a primary means of corrosion protection and prevention. Metal exterior surfaces of all Air Force aircraft, other than those made of titanium and corrosion-resistant steels, require surface protection from the effects of corrosion. Titanium and corrosion-resistant steels make up only a part of the total aircraft exterior surface; however, they are painted to match the finishes of adjacent metals.

Paint and protective coatings used on military aircraft are removed before aircraft are repainted to accommodate structural inspection and to reduce weight. In the past, paint was removed primarily with chemical paint strippers. However, chemical stripping is a labor intensive process and produces large amounts of hazardous waste.

To comply with U.S. environmental protection initiatives, DoD is discontinuing the use of hazardous chemicals to remove paint from aircraft. It is replacing hazardous chemicals with plastic media blasting. Such blasting is a cost effective alternative and is used throughout the aerospace industry and within the Air Force to remove a variety of coatings from substrate materials. Plastic media blasting is the removal of paint coatings through the use of high pressure air to propel plastic beads through specially designed equipment directed at the aircraft surface. The plastic beads provide an abrasive action against the surface of the aircraft, which removes the paint. Using plastic blasting media does not eliminate environmental concerns, because the removed paint itself poses a hazardous waste disposal requirement, but those concerns are decreased.

Requirement for Plastic Media Blasting Facility. As part of the DoD Base Realignment and Closure Acts of 1988 and 1990, the Air Force planned to move the plastic media blasting facility and its equipment from Williams Air Force Base (AFB), Arizona, to Laughlin AFB, Texas. However, that plan was canceled and the Air Force donated the facility and equipment to the City of Chandler, Arizona.

The Air Force's proposed construction of a plastic media blasting facility at Laughlin AFB includes an 8,100-square foot facility, site improvements, utilities, construction of a new foundation to support the facility and its equipment, and the purchase of plastic media blasting equipment. The planned construction and operation of the Laughlin AFB facility, is under the command of the Air Education and Training Command (AETC). The total cost for the new facility is expected to be $2.9 million, and funded from the DoD Base Realignment and Closure Military Construction account.

The Air Force planned to award the contract for the paint removal facility and equipment in January 1995. On November 22, 1994, the Assistant Inspector

General for Auditing, DoD, issued a memorandum to the Commander, AETC, requesting that the AETC suspend the source selection on solicitation DACA63-95-B-0003 until our audit analysis was completed. On December 8, 1994, the Vice Commander, AETC, responded that the AETC would comply with our request. We appreicate that responsiveness.

Objective

The objective of this part of our audit was to evaluate the economy and efficiency of constructing a plastic media blasting facility at Laughlin AFB.

Scope and Methodology

Review of Records. We reviewed and evaluated DoD and contractor records related to painting and paint stripping history that were prepared between January 1986 and January 1995. In addition, we reviewed DoD construction plans, solicitation information, DD Form 1391, "Military Construction Project Data," submissions, workload requirements, and facility utilization records prepared between September 1990 and January 1995. We interviewed cognizant Air Force maintenance personnel and officials at Beech Aircraft about Air Force aircraft paint stripping costs, requirements, and capabilities. Beech Aircraft is the contractor that operates the paint stripping facility at Columbus AFB. We used computer-processed aircraft maintenance history data in our audit. However, we did not validate the accuracy of the computer-processed data because of the time-sensitivity of this report.

Auditing Standards. This economy and efficiency audit was made from October 1994 to January 1995 in accordance with auditing standards issued by the Comptroller General of the United States, as implemented by the Inspector General, DoD. Organizations visited or contacted during the audit are in Appendix C.

Internal Controls

Because of the time-sensitivity of the audit as it pertained to a pending construction project, internal controls were not covered but will be discussed in a later report.

Prior Audits and Other Reviews

Inspector General, DoD, Report No. 93-108, "Defense Base Closure and Realignment Budget Data for Williams Air Force Base, Arizona," June 11, 1993, discussed the Air Force's plan to move the plastic media blasting facility from Williams AFB to Laughlin AFB. The report stated that the AETC did not submit a valid DD Form 1391, because valid cost estimates were not done.

Since the issuance of Report No. 93-108, the Air Force has donated the facility to the City of Chandler, Arizona, instead of moving it. Additionally, the Air Force developed the plan to procure a facility for Laughlin AFB that is addressed in this report.

Part II - Finding and Recommendations

Construction of a Plastic Media Blasting Facility at Laughlin Air Force Base

The Air Force was planning to construct a plastic media blasting facility and purchase equipment at Laughlin AFB to strip paint from aircraft even though the Air Force had existing facilities and equipment that will accommodate its paint stripping work load. The condition occurred because the Air Force did not adequately consider existing facilities and overstated future workload requirements in justifying the necessity for the facility. By not constructing the facility and purchasing equipment, the Air Force will be able to apply $2.9 million in DoD base realignment and closure funds to other purposes.

Background

DoD and Air Force policy guidelines require activities to make efficient use of existing facilities and to perform an economic analysis to support new facility requirements. Air Force policy guidelines also require the economic and efficient use of resources in the painting of aircraft as part of a well-managed corrosion control program.

DoD Instruction. DoD Instruction 7040.4, "Military Construction Authorization and Appropriation," March 5, 1979, requires that:

o special effort be made to utilize efficiently all existing DoD installations and facilities, and

o an economic analysis be prepared and used as an aid to establish military construction priorities and determine optimum allocation of resources to construction.

Air Force Manual. Air Force Manual 86-2, "Facility Requirements," March 1, 1973, contains approved criteria for the type, number, and size of facilities the Air Force can use, occupy, or build to support its missions. A major goal is to make maximum use of existing facilities. Section 1-6 outlines basic steps in developing facility requirements, which includes determining the possibility of combining or integrating a proposed facility requirement with other existing facilities.

Air Force Regulation. Air Force Regulation 66-34, "Painting and Marking Aircraft, Missiles, Drones, and Aircraft Alternate Mission Equipment

Exteriors," section A, paragraph 2C, November 20, 1987, states that painting or repainting aircraft solely for cosmetic purposes is not permitted. However, it is the responsibility of all Air Force units to prudently maintain good aircraft appearance as an inherent part of a well-managed corrosion control program, to the extent that facilities and resources permit.

Air Force Technical Manual. Air Force Technical Manual T.O. 1-1-4, "Exterior Finishes, Insignia, and Markings Applicable to United States Air Force Aircraft," section 2-2, March 21, 1978, states that the requirement to paint aircraft must be tempered with good judgment and the consideration of the availability of funds. Aircraft will be painted in accordance with a service life plan unless there is an overriding operational requirement. It further states that F-15 and F-16 aircraft should be scheduled for stripping and repainting during a scheduled entry into a depot level facility for programmed depot maintenance or other modification requirements.

Air Force Regionalized Paint Stripping Capabilities. In 1990, the AETC implemented regionalized aircraft paint stripping at Randolph AFB, Texas; Columbus AFB, Mississippi; and Williams AFB, Texas. Additional plans were developed to construct facilities at Laughlin AFB and Sheppard AFB, Texas. A new facility was built at Sheppard AFB in February 1994; but its use is limited to supporting the Euro-NATO Joint Jet Pilot Training Program aircraft. In September 1992, the Air Force began to plan the construction of a plastic media blasting facility at Laughlin AFB to replace a similar facility that would be unavailable because of the anticipated closure of Williams AFB and transfer of the facility to the local community. (Williams AFB was closed in September 1993 in accordance with the Base Realignment and Closure Acts of 1988 and 1990.) The Air Force requested and received funding from the DoD Base Realignment and Closure Military Construction account on the basis that the planned plastic media blasting facility at Laughlin was needed to accommodate aircraft transferred from Williams AFB. The Air Force planned to award a contract to build the 8,100-square foot facility in January 1995 and begin operations in FY 1996.

Construction of Plastic Media Blasting Facility

The Air Force was planning to construct a plastic media blasting facility and purchase equipment for use at Laughlin AFB to strip paint from aircraft even though the Air Force had existing facilities and equipment that would accommodate the AETC paint stripping requirements.

The AETC did not consider existing paint stripping facilities and it overstated future paint stripping work load in planning the procurement of a facility for

Laughlin AFB. Air Force officials stated that a new paint stripping facility was needed at Laughlin AFB to accommodate paint stripping requirements for T-1, F-15, and F-16 aircraft.

T-1 Aircraft Paint Stripping Requirements. The AETC did not adequately consider the facility at Columbus AFB for stripping T-1 aircraft. Additionally, AETC overstated T-1 paint stripping requirements for FY 1997. Personnel at AETC stated that a facility at Laughlin AFB was needed because the existing facility at Columbus AFB was not large enough to accommodate a T-1 aircraft. The AETC did not perform any analysis to determine whether the existing facility could be modified to accommodate the T-1 aircraft.

Modifications at the Columbus AFB Facility. The AETC paint stripping facility at Columbus AFB can be modified to accommodate the T-1 aircraft. According to Beech Aircraft, the contractor that operates the Columbus AFB facility, the hanger doors can be modified so that they can open wider to accommodate the T-1 aircraft. The hanger door modification can be accomplished in about 4 hours at a cost of less than $100,000. Although AETC did not request information relating to the modification, Beech Aircraft provided the information to AETC personnel; however, AETC did not consider the alternative.

Overstated T-1 Requirements. The AETC overstated T-1 aircraft stripping requirements for FY 1997. It planned to strip T-1 aircraft on a 6-year stripping cycle. The T-1 aircraft was fielded in FY 1992, and based on a 6-year cycle, the fleet will not be due for paint stripping until 1998. Further, the AETC could not provide any technical basis for establishing a 6-year cycle for the T-1 aircraft. It should be noted that Air Force policy guidelines outlined in Technical Order 1-1-4 recommend an 8-year strip cycle rather than a 6-year cycle for aircraft with high gloss paint such as the T-1 aircraft. The arbitrary basis for establishing a 6-year cycle for the T-1 aircraft creates an unnecessary increase in work load.

F-15 Paint Stripping Requirements. The AETC overstated F-15 aircraft paint stripping requirements because the AETC planned to strip paint from the F-15 aircraft at the field level before its programmed depot maintenance. Air Force policy states that F-15 aircraft paint stripping will be accomplished every 6-years at the depot during programmed depot maintenance. Based on the additional work load it would create, AETC believes the Laughlin AFB facility is needed. AETC personnel also stated that paint stripping for the F-15 aircraft must be accomplished at the Laughlin AFB facility because existing AETC facilities at Randolph AFB and Columbus AFB cannot accommodate the F-15 aircraft. None of the field level facilities should be used for paint stripping of F-15 aircraft.

Duplication of Effort. Stripping the F-15 aircraft before its programmed depot maintenance duplicate several procedures. Before an aircraft can be stripped, the aircraft must be defueled and protective seals must be applied on areas of the aircraft to prevent plastic media intrusion and to protect certain surfaces from damage from the plastic media blasting. After the aircraft is stripped, it is refueled; all the protective seals are removed; and aircraft markings, such as tail numbers and aircraft identifiers, are repainted on the aircraft in accordance with Federal aviation regulations. When the aircraft reaches the depot, all preparatory procedures must be repeated before depot maintenance, which results in a duplication of effort and resources. Based on Air Force policy and the duplication of effort, we believe the F-15 aircraft should continue to be stripped at the depot during programmed depot maintenance.

F-16 Aircraft Paint Stripping Requirements. The AETC overstated F-16 aircraft paint stripping requirements because it planned to strip the paint from the F-16 aircraft at the field level (Columbus AFB and Randolph AFB) rather than during aircraft depot modification. The increase in the F-16 aircraft work load would result in full utilization of any excess capacity at the Columbus AFB facility. Based on the anticipated utilization, personnel at AETC believe that any new work load, including that associated with the T-1 aircraft, cannot be accommodated at the Columbus AFB facility. However, Air Force policy states that the F-16 aircraft paint stripping will be accomplished at the depot during aircraft modifications. The AETC was disregarding that policy. We believe F-16 aircraft should not be stripped at AETC facilities but at the depot, in accordance with Air Force policy.

Inadequate Cost Analysis. The Air Force did not perform an adequate cost analysis before deciding to strip F-16 aircraft at the field level rather than at the depot. Paint stripping of the F-16 aircraft had been accomplished when the aircraft underwent modification at Ogden Air Logistics Center, Utah. However, in November 1993, the AETC began to strip F-16 aircraft at its facilities and planned to continue to do so. Personnel at AETC stated that they stripped the F-16 aircraft at their own facilities instead of the Ogden Air Logistics Center because it was less costly. However, the Air Force had not performed an adequate cost analysis to support its conclusions.

Potential Aircraft Damage. The F-16 aircraft structures contain advanced composite materials that can be damaged by plastic media blasting. Frequent paint stripping of F-16 aircraft using plastic media blasting over the life of the aircraft can weaken the substrates and structure of the aircraft. The F-16 corrosion manager at Ogden Air Logistics Center issued guidance stating that the F-16 aircraft should not be stripped using plastic media blasting in intervals of less than 6 years if the previous method of paint stripping was plastic media blasting. If AETC continues to strip F-16 aircraft, then the potential exists that some aircraft may be stripped more frequently than the established 6 years because aircraft are sometimes transferred between

commands without their paint stripping history. We identified 27 aircraft without paint stripping records (see Appendix A). The F-16 aircraft should continue to be stripped at Ogden Air Logistics Center, so that it can monitor the F-16 fleet to ensure that the frequency of paint stripping will not be performed more frequently than every 6 years.

Hazardous Waste Generated From Paint Stripping

Hazardous waste is a growing concern in DoD. The plastic media process generates hazardous waste in the form of heavy metal paint chips. The addition of a paint stripping facility at Laughlin AFB will result in an additional site that generates hazardous waste and that will require long term management and increased disposal cost. The Air Force has not adequately considered the generation and management of hazardous waste that this proposed facility will produce. We believe that the F-15 and F-16 aircraft should continue to be stripped at the depot to minimize the number of sites generating hazardous waste.

Air Education and Training Command Programmed Work Load

Based on our analysis of the AETC programmed paint stripping work load, the Laughlin AFB paint stripping facility is not needed because existing facilities can provide the required work. Also, paint stripping requirements were overstated. The AETC has a requirement to strip paint from its T-37 and T-38 aircraft. In FY 1998, the AETC will also be required to strip paint from its T-1 aircraft. Those aircraft are exempt from Air Force-wide scheduling, such as programmed depot maintenance or programmed aircraft modifications.

Personnel at AETC stated that the maximum capacity of existing facilities will not accommodate its future requirements; thereby, creating the need for the Laughlin AFB facility. The maximum paint stripping capacity for Randolph AFB and Columbus AFB was set at 230 aircraft. However, we identified 260 aircraft that were stripped at the two facilities during FY 1993.

Unsupported Requirements. The AETC stated that it had identified an aircraft stripping requirement of 277 aircraft for FY 1997. However, the AETC analysis was not supported. Of the 277 aircraft identified, 82 were Air National

Guard F-16 aircraft for which no paint stripping agreement was made. The AETC also included 9 of its F-15 and 25 of its F-16 aircraft that are scheduled for programmed depot maintenance or depot modification and should be paint stripped at the depot and 30 T-1 aircraft that it stated will be due for paint stripping in FY 1997. Based on a 6-year cyclical stripping plan, the T-1 fleet will not actually be due for paint stripping until FY 1998. Therefore, the AETC FY 1997 paint stripping requirement would be a total of 103 T-37 and T-38 aircraft, which it could accommodate with its existing facilities. Similar results are shown in Appendix A for other fiscal years.

Air Force Underused Paint Stripping Facilities

An ongoing study by the Air Force Materiel Command has determined that paint stripping facilities at the six Air Force depots are severely underutilized. Facility capacity exceeds the Air Force annual paint stripping work load. The study showed that the average depot utilization of depot paint stripping facilities is 48 percent. An additional paint stripping facility at Laughlin AFB would add to already underutilized Air Force paint stripping facilities. Moreover, cross servicing and contracting out are both receiving emphasis currently, and both the Navy and private industry have considerable paint stripping capacity.

Recommendations, Management Comments, and Audit Response

1. We recommend that the Assistant Secretary of the Air Force (Financial Management and Comptroller) terminate the planned construction of the plastic media blasting facility and reduce the DoD base realignment and closure military construction funding for Laughlin Air Force Base, Texas, by $2.9 million for project MDXP P33007A, Plastic Media Blast Module Facility, and adjust the budget as appropriate.

2. We recommend that the Commander, Air Education and Training Command:

a. Modify the Columbus Air Force Base, Mississippi, facility to accommodate T-1 paint stripping.

b. Discontinue ongoing and planned paint stripping of F-15 and F-16 aircraft at Air Education and Training Command facilities.

Management Comments. The Air Force concurred with our recommendations to terminate the planned construction of the plastic media blasting facility and related equipment for Laughlin AFB and to modify the paint stripping facility at Columbus AFB to accommodate the T-1 aircraft. The Air Force partially concurred with our recommendation to discontinue F-15 and F-16 paint stripping at the field level. It agreed to discontinue paint stripping of F-15 at the field level, but stated that it plans to continue stripping and repainting F-16 aircraft at the field level because paint stripping at the field level is considerably less costly than at the depot. See Part IV for the complete text of the comments.

Audit Response. Although the Air Force concurred with the recommendations to terminate the planned construction of the plastic media blasting facility and to modify the Columbus AFB facility, it did not provide the planned completion dates for proposed actions. Therefore, we request that the Air Force provide completion dates for those recommendations.

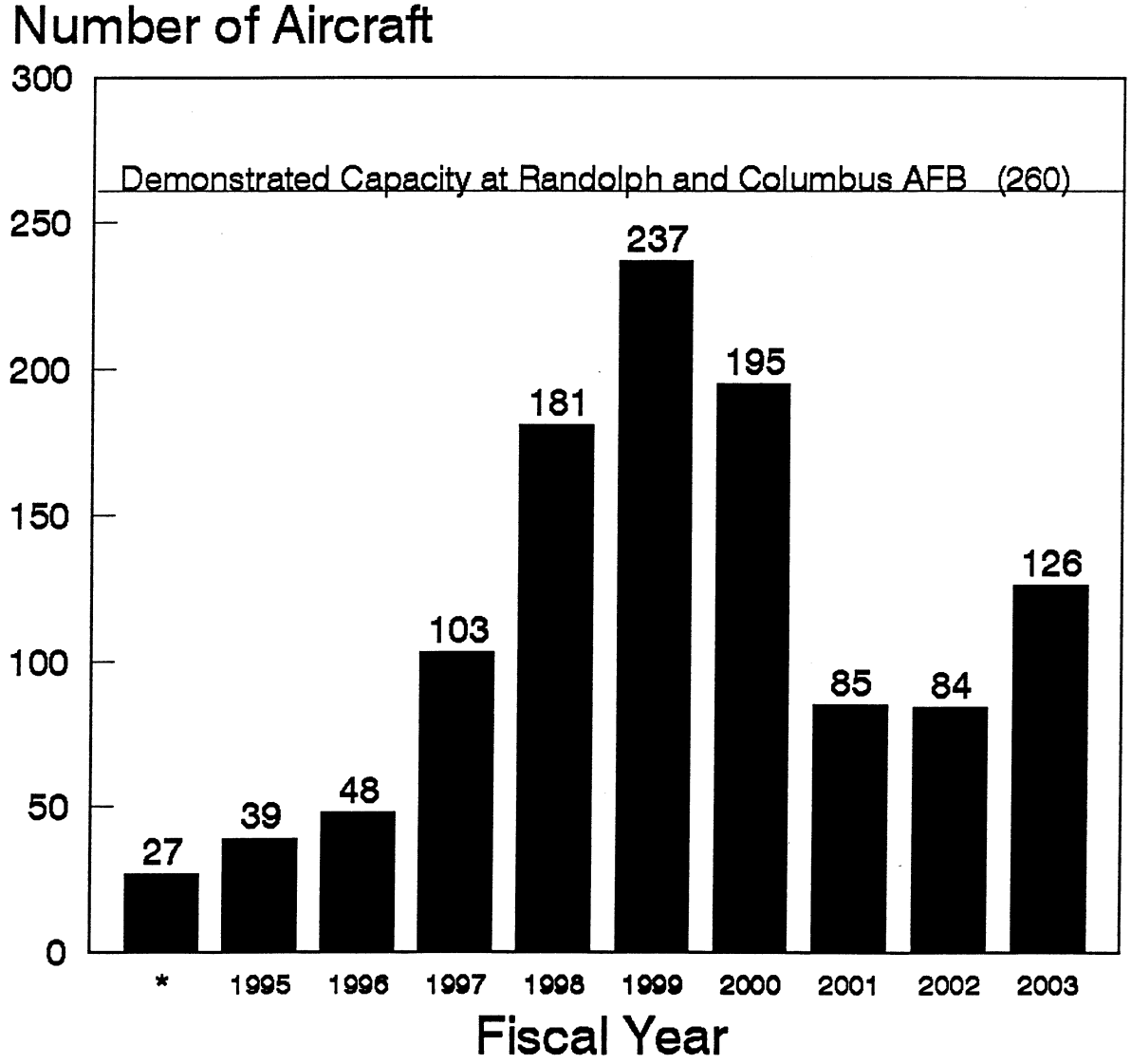
The comments from the Air Force regarding discontinuing paint stripping of F-15 and F-16 aircraft at the field level were partially responsive. The Air Force's conclusion that it can strip and repaint F-16 aircraft for considerably less cost than the depot cost was not based on comparable cost data. The Air Force compared only field level direct cost to the depot's costs, which include both direct and indirect costs. The Air Force should analyze the cost of paint stripping and painting at the field level and at the depot level using comparable cost data.

The AETC plan to strip and paint F-16 aircraft at field level conflicts with Air Force policy. Air Force Regulation 66-34 and Technical Order 1-1-4 require that aircraft stripping and painting be scheduled with due regard for other maintenance. Those policy guidelines specify that aircraft stripping and painting be programmed for accomplishment during scheduled entry into a depot level facility for programmed depot maintenance, aircraft modification, or other maintenance. The AETC aircraft paint stripping and painting at field level conflicts with that policy and decreases the depot's stripping and painting work load. Decreasing the work load increases other depot maintenance costs because overhead costs will be allocated to fewer depot services.

We request that the Air Force reconsider its position and provide additional comments by July 3, 1995.

Part III - Additional Information

Appendix A. Inspector General, DoD, Comparison of the Validated Air Education and Training Command Paint Stripping Work Load with Demonstrated Capacity



* - Stripping History Not Available
Note: Includes T-1, T-37, and T-38 aircraft

Appendix B. Summary of Potential Benefits Resulting From Audit

Recommendation Reference	Description of Benefit	Type and Amount of Benefit
1.	Economy and Efficiency. Delete project MXDP933007A from the DoD Base Realignment and Closure Military Construction budget.	Funds in the amount of $2.9 million put to better use in the DoD Base Realignment and Closure Construction account (97X.0510.1102[2R]).
2.a.	Economy and Efficiency. Modify existing facility to accommodate T-1 aircraft.	Undetermined. Improve facility utilization.
2.b.	Economy and Efficiency. Discontinue ongoing and planned paint stripping of F-15 and F-16 aircraft at the field level.	Undetermined. Improve facility utilization.

Appendix C. Organizations Visited or Contacted

Office of the Secretary of Defense

Deputy Under Secretary of Defense (Logistics), Washington, DC
Base Realignment and Closure Transition Office, Washington, DC

Department of the Air Force

Office of the Deputy Chief of Staff (Logistics and Engineering), Washington, DC
Headquarters, Air Force Materiel Command, Wright-Patterson Air Force Base, OH
Headquarters, Air Education and Training Command, Randolph Air Force Base, TX
Columbus Air Force Base, MS
Laughlin Air Force Base, TX
Luke Air Force Base, AZ
Ogden Air Logistics Center, Hill Air Force Base, UT
Randolph Air Force Base, TX
Sheppard Air Force Base, TX
Tyndall Air Force Base, FL
Warner Robins Air Logistics Center, Robins Air Force Base, GA

Contractors

Beech Aircraft, Wichita Falls, KS
Beech Aircraft, Columbus Air Force Base, MS

Appendix D. Report Distribution

Office of the Secretary of Defense

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Under Secretary of Defense (Comptroller)
Deputy Under Secretary of Defense (Acquisition Reform)
Deputy Under Secretary of Defense (Logistics)
Deputy Under Secretary of Defense for Environmental Security
Assistant to the Secretary of Defense (Public Affairs)

Department of the Army

Auditor General, Department of the Army

Department of the Navy

Auditor General, Department of the Navy

Department of the Air Force

Secretary of the Air Force
Assistant Secretary of the Air Force (Financial Management and Comptroller)
Assistant Secretary of the Air Force (Manpower, Reserve Affairs, Installations, and Environment)
Deputy Chief of Staff (Logistics)
Commander, Air Education and Training Command
Auditor General, Department of the Air Force

Defense Organizations

Director, Defense Contract Audit Agency
Director, Defense Logistics Agency
Director, National Security Agency
Inspector General, Central Imagery Office
Inspector General, National Security Agency
Director, Defense Logistics Studies Information Exchange

Non-Defense Federal Organizations

Office of Management and Budget
National Security and International Affairs Division, General Accounting Office
Technical Information Center
Defense and National Aeronautics and Space Administration Management Issues
Military Operations and Capabilities Issues

Chairman and Ranking Minority Member of Each of the Following Congressional Committees and Subcommittees:

Senate Committee on Appropriations
Senate Subcommittee on Defense, Committee on Appropriations
Senate Committee on Armed Services
Senate Committee on Governmental Affairs
House Committee on Appropriations
House Subcommittee on National Security, Committee on Appropriations
House Committee on Government Reform and Oversight
House Subcommittee on National Security, International Affairs, and Criminal Justice, Committee on Government Reform and Oversight
House Committee on National Security

Part IV - Management Comments

Department of the Air Force Comments

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, DC

07 MAR 1995

MEMORANDUM FOR DEPARTMENT OF DEFENSE INSPECTOR GENERAL
LOGISTICS SUPPORT DIRECTORATE

FROM: AF/LGM

SUBJECT: Quick-Reaction Report on the Construction of a Plastic Media Blasting Facility, Laughlin Air Force Base, Texas (Project No. 4LB-0027.02) (Draft Audit Report, February 8, 1995)

The following comments are provided as requested in your 8 Feb 95 memo.

RECOMMENDATION 1: We recommend that the Assistant Secretary of the Air Force (Financial Management and Comptroller) terminate the planned construction of the plastic media blasting facility and reduce the DoD base realignment and closure military construction funding for Laughlin Air Force Base, Texas, by $2.9 million for project MDXP P33007A, Plastic Media Blast Module Facility, and adjust the budget as appropriate.

COMMENT: Concur. With the modification to the Columbus facility it appears that adequate capacity exists within current resources to accomplish AETC's paint stripping needs. We are in receipt of a draft letter from AETC/ES to AF/RT indicating contract termination is being accomplished.

RECOMMENDATION 2: We recommend that the Commander, Air Education and Training Command:

a. Modify the Columbus Air Force Base, Mississippi facility to accommodate T-1 paint stripping.

b. Discontinue ongoing and planned paint stripping of F-15 and F-16 aircraft at Air Education and Training Command facilities.

COMMENT: Partially Concur. The Columbus facility will be modified to accommodate T-1 paint stripping. AETC will discontinue F-15 paint stripping, but will continue to strip and paint F-16s at AETC organic facilities. The basis of this decision is primarily cost. AETC units have determined they can provide excellent quality stripping and painting for considerably less than the depot costs. Air Force policy does not mandate any location for paint stripping and the AETC's decision has the support of the F-16 System Program Director and is environmentally sound.

Any questions on this matter may be referred to our POC Lt Col Pauly, DSN 227-3523.

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